

Iberian Historic Endurance Provisional Sporting Regulation 2024



Art. 1 – ORGANISATION

1.1. Historic Endurance with their Partners and Sponsors, will organize a sporting event reserved to invitation, called **Historic Endurance**. The general regulations applicable to all FIA events must be observed, as must the prescriptions of Appendix K to the FIA Sporting code, unless stated hereafter. All cars should have FIA HTP papers or be in specifications that allowed the certificate to be issue.

1.2. The final text and language of these regulations shall be the Spanish version, which will be used should in case any dispute arise as to their interpretation. In case of a situation none expected in the regulation, as well as if any doubt in the interpretation of the regulation will be analysed and decided by the HISTORIC ENDURANCE organisation committee.

Art. 2 – ORGANIZATION COMMITTEE

2.1. The organization committee of the **HISTORIC ENDURANCE** is constituted by:

- Diogo Ferrão
- Guillermo Velasco
- Ana Esteves

2.2. The appointed technical eligibility scrutineer will be nominated by organization committee.

Art. 3 – CAR ELIGIBILITY

3.1. Entries are due according to invitation by the organization in accordance with the “spirit of the HISTORIC ENDURANCE” and comply with FIA Appendix K.

3.1.1. Gentlemen Driver Spirit Category

Pre-1966 Touring cars under 2000cc + MGB + Porsche 911 SWB. Also for all Pre-1976 cars under 1300cc.

3.1.2. H-1965 Category

Category for any pre-1966 Touring (CT), Grand Touring Cars and Grand Touring Prototypes (GTS & GTP) that had FIA homologation until (31/12/1965) and have a FIA HTP papers, except the cars allowed in the Gentlemen Drivers Spirit Category (3.1.1).

3.1.3. H-1971 Category

Category for any pre-1972 Touring (CT), Grand Touring Cars (GTS) with FIA homologation until (31/12/1971) and FIA HTP papers or national technical passport, except the cars allowed in the Gentlemen Drivers Spirit Category (3.1.1).

3.1.4. H-1976 Category

Category for any pre-1976 Touring (CT), Grand Touring Cars (GTS) with FIA homologation until (31/12/1976) and FIA HTP papers or national technical passport, except the cars allowed in the Gentlemen Drivers Spirit Category (3.1.1).

Ford Escorts with BDG engines and Porsches 911 with RSR specifications aren't allowed. (For more information please consult “Supplement 1”).

3.1.5. H-GTP & Sports Cars Category

Category for any pre-1966 Grand Touring Prototypes (GTP) that had FIA homologation until (31/12/1965) and Sport cars under 2000cc with FIA homologation until (31/12/1965) and with a FIA HTP papers or national technical passport until TSRC12 homologation.

3.1.6 – H-INV Category - Invited Competition Cars.

This category is for Cars not allowed in any of the previous categories or cars not complying with the Appendix K. However, this car can be considered eligible to race if the organization committee believed it will improve the spectacle and improve the other driver's enjoyment.

3.2. Car change

Each Competitor will be allowed to bring one (1) additional substitute car to each event. Its use shall be governed by the following requirements:

- a) The spare car shall be prepared in full compliance with the Technical Regulations and shall be identified by the number assigned to the Driver.
- b) It is the responsibility of each competitor to have the championship technical staff record the chassis number of the spare car and complete a full technical check before the event.
- c) The Driver may replace his main race car with the spare car if the Driver has an accident or other problem that does not allow the main race car to continue in the event. The determination as to whether the car can be repaired at the event will be the decision of the Championship Officials and cannot be appealed.
- d) A Driver may only change cars once per Event. A Driver may only drive two (2) chassis numbers during an official race weekend.
- e) If a spare car is approved for use after a Free Practice session, the spare car will receive a five (5) place grid penalty for the next race. After Free practice, in case of change of car, the spare car may never take a grid position gained by the main race car.

Art. 4 – TYRES ALLOWED

4.1. Without exception, all cars cannot use "Slick" tyres".

4.2. For Pre-1965 cars: Avon CR6ZZ or Dunlop Racing "L" or "M" section.

For Pre-1971 and Pre-1976 cars: Same as Pre-1965 or Dunlop Racing Post-Historic with rubber CR65 or CR82.

4.3. Exceptionally, other DOT tyres may be used. The HE organizing committee shall issue a written authorization before the beginning of the weekend. A time penalty will be imposed if the organizing committee considers the performance to benefit with the use of these tyres.

Art. 5 – OTHERS

Ignition Systems must be to period specification, or, in the interests of reliability, an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition. To clarify MSD 6LA is accepted.

Art. 6 – COMPETITORS ELEGIBILITY

6.1. All competitors and drivers must be accepted by the Organizing Committee, which reserves the right to refuse an entry without having to justify its reason.

6.2. All drivers and competitors taking part in the Historic Endurance must hold a valid National Licence B

or equivalent in the case of licences issued by other ASN.

6.3. All the competitors delivering their Entry forms filled agreed with the present regulation, plus all the amendment of the present regulation the HISTORIC ENDURANCE committee approved.

6.4. The organizing committee and their partners cannot be blamed by any responsibility from accidents and their consequences.

Art. 7 – TEAMS

7.1. Each team can have up to four drivers. Drivers are allowed to enter in more than one team.

7.2. Optionally, a single driver can race the whole race. It must state his wish in entry form writing "SOLO" in the second driver's name and must do the mandatory pit stop anyway.

7.3. Under the Gentlemen Driver spirit, each team must have at least one participating Bronze Driver. If a Silver Rider or above is entered, the total driving shifts must be less than 50% of the race time, except in a Safety Car or red flag situation, and also has a 10" (ten second) handicap. In case a driver is not categorised by the FIA, the Organizing Committee may define the driver's categorisation to be placed on the entry list.

7.4. In case a driver runs the whole race alone, a penalty of 5 seconds is added to the mandatory Pit Stop.

Art. 8 – SPONSORS

8.1. In case of Event or race sponsors, decals must be clearly displayed on cars, but these decals must only be displayed during the event to which they relate. Competitors must make available an area (of a size to be advised) on the cars for the display of the HE sponsors' decals. These decals must always be displayed during practice periods and races.

8.2. All Historic Endurance image rights are owned by Race Ready - eventos e publicidade Lda, including onboard and outdoor video. Race Ready has the right to cede the images. Race Ready has the right to cede the images to the respective sponsors and entities that collaborate in the organisation of this sporting event or others, being able to use freely and without limitation of time in all countries and in all forms, the participation of competitors and drivers, as well as the results obtained by them.

Art. 9 – RACE ENTRIES

9.1. The HISTORIC ENDURANCE committee reserves the right of refuse a competitor's entry without further details.

9.2. The competitors that wish to participate in a series should send the entry form fully fulfilled and full payment.

9.3. Each entry will have to be approved by the organisation, taking into account the car's history and the driver's behaviour in previous events. If the entry is refused before the start of the administrative checks, the driver will be refunded in full.

9.4. In case a car is refused to participate by the FIA/FPAK officials, if they consider that the participation is not safe because it does not comply with the FIA requirements or with these regulations, the entry fee will not be refunded.

Art. 10 – PADDOCK PASSES

All tickets and paddock passes will be given during the signing on procedure.

Art. 11 - BRIEFING

11.1. Drivers Briefings are compulsory at all events attended. Local ASN reserve the right to charge a cash fine for failure to attend a driver briefing.

Art. 12 – QUALIFYING

12.1. Each weekend has one long qualifying session. Each driver of every team have to drive at least one lap during practice to be allowed in the race.

12.2 - However, the Clark of Course can allow a driver to race without practice if safety conditions are assured. However, in this case the competitors will have to start in the back of the grid.

Art. 13 – START GRID

13.1. The starting grid for the 1st (first) race will be drawn up in function of the results of the timed practice session and will be published 60 minutes before its start. The starting grid for the 2nd (second) race will be drawn up according to the results of the 1st (first) race and will be published 60 minutes before its start. If the final results have not been determined, the grid will be drawn up according to the provisional results at the time of the 60 minutes of racing.

13.2. The start procedure in any race in any event is rolling starts. The procedure should be explained during briefing.

Art. 14 – RACES

14.1. Race format

Depending on the event the race format could be:

- 2 races – 45 minutes
- 2 races – 50 minutes
- 1 race – 121 minutes

The end of the race sign will be showed to leading car after the race time have end.

14.2. Teams that have started the race by crossing the start line will be classified.

14.3. Communication between driver/team is allowed, but only by GSM communication, radios aren't allowed. Is forbidden the application of any device who change the body of the race car.

Art. 15 – MANDATORY PIT STOP – DRIVER CHANGE

15.1. Each team will have a mandatory Pit stop window.

Race Time	Pit window – driver's change
45 minutes	Between 20° and 30° (never before 20m.00s.000 and never after 29m.59s.999)
50 minutes	Between 20° and 30° (never before 20m.00s.000 and never after 29m.59s.999)

121 minutes Race – 3 mandatory stops

Pit Windows	
Pit Stop	Race Time
1	25 - 35 min
2	50 - 65 min
3	85 - 95 min

15.2. During the Pit stop, the car needs to stop at the pitlane. It should take between loops need to take the handicap given during the briefing.

15.3. The handicap given during the briefing, will be the sum of the following formula: "pitlane speed at 60km/h + 60 seconds for driver change + additional stopping time according to the regulations)

15.4. Mechanical operations are allowed only inside the pits during the race.

ART. 16 - PRIVATE PRACTICE / FREE PRACTICE

To reduce the costs of participation and to increase sporting equality, it is forbidden the entered car make any type of private practice/testing on the circuit where a race/event is to be held, up to 8 calendar days before the start of the event practice sessions, except when the private practice/tests are official, open to all competitors and are approved by the Series Promoter. In case of non-compliance, the team will start from the end of the grid in both races.

Art. 17 - PENALTIES

17.1. Penalty to overtake yellow flags and to exceed the maximum allowed speed in PIT LANE.

a) during the free practice or qualifying

- a.1)** first infraction: cancellation of the 3 best times of the timed practice session.
- a.2)** second offense: departure from the last place of the starting grid
- a.3)** third offense: application of a.2) and fine of 500 €

b) during the race:

- b.1)** first offense: passing through the Pit Lane (drive through)
- b.2)** second offense: "STOP & GO" of 0 seconds.
- b.3)** third offense: "STOP & GO" of 10 or more seconds.

17.2. If a team accomplishes a driver change or refuelling in less time than stipulated in this regulation it will be penalized with a drive through. However, if the noncompliance is superior to 10 seconds, the team will be penalized by a "STOP & GO" with the value corresponding to the difference between the stipulated time and the chrono time.

17.2.1. If the team driver's change start before or after the Driver Exchange window, the team will be penalized with a stop and go of 20 seconds.

17.3. In accordance with this regulation, any contact between vehicles is totally prohibited, team will be punished with a stop and go of 10 seconds. If it is a repeat offense the team will be immediately disqualified.

17.4. Decisions taken by the Stewards Panel regarding time lapse, grid loss, drive through application, STOP & GO, are not callable.

Art. 18 - RACE CLASSIFICATION & PODIUM CEREMONY

There will be a podium ceremony, where trophies to the first 3 (three) competitors will be awarded in ascending order, with national flags and anthem for the following classes:

- a)** Gentlemen Driver Spirit
- b)** Category H-1965
- c)** Category H-1971
- d)** Category H-1976
- e)** Category H- GTP & Sports Cars

Art. 19 – HISTORIC ENDURANCE “Spirit”

The HISTORIC ENDURANCE is Sport Event created to allow enthusiast's race their precious racing cars in a safe and enjoyable way. The sporting interest of any race ends in the end of the race. There is no relationship between the races and championship to gather points.

We use the “**No Contact – No Cheating – No Complaining**” rules.

Please behave as a true Gentlemen Driver

APPENDIX I

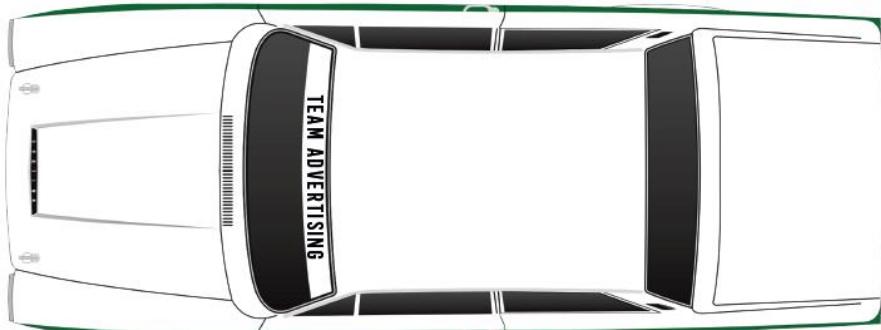
Mandatory Advertising Plan



TEAM ADVERTISING ALLOWED

*ONLY PERIOD LIVERIES

- WINDOWSCREEN BANNER
700cm² / 10cm high
- 2 ADVERTISING TEAM STICKERS
700cm² - on each door



GC24®
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- 2 STICKERS ON EACH DOOR
- 2 STICKERS ON EACH SIDE OF THE CAR
13,3 CM X 5 CM